

IN THIS ISSUE: Page President's Letter 3 News 4-6 Registration Board Notice 7 Advertisements 8-10 The Land Zoning Muddle 11-26 Advertisements 27-34

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President's Letter

To All Members:

Officers and directors of M.A.R.A. this year have started something. It is the M.A.R.A. Workshop for all committees, October 7, 1966, Ramada Inn, Jefferson City.

It is hoped that this will become

an annual event.

The Workshop gives about sixty leading architects in Missouri the opportunity of exchanging ideas. The net result should be an improving profession which can better serve the architectural needs of the general public in this part of the world. All members are welcome.

We will report on this in detail at our annual meeting April 28-29, 1967,

Kentwood Arms, Springfield.

We are pleased to report that 1967 dues (\$15) payments are coming in nicely. Let's not delay this important phase of M.A.R.A. work.

The need for more zoning action is well shown in our feature section this issue. We are proud of those who prepared it.

Sincerely,

Edwin C. Waters President, M.A.R.A.

JUDGE CULLEN COIL TO HANDLE LEGISLATIVE WORK

Cullen Coil, attorney, Jefferson City, has been employed by the state Ad Hoc Legislative Committee to direct its 1967 legislative work. This announcement was made recently by Edwin C. Waters, M.A.R.A. president.

Judge Coil was introduced by president Waters to the board of directors at the August board meeting. He outlined his assignment which has two specific areas of work.

He will write and work for approval of a proposed statute of limitation for design and construction liability. This bill will be sponsored by architects, engineers and building contractors and sub-contractors in Missouri.

The other bill is being written by the State Board of Registration for Architects and Professional Engineers. Judge Coil will aid the board counsel in the passage of this bill which will revise registration statutes in Missouri.

Judge Coil is a former commissioner of the State Supreme Court. He is active in civic and church affairs in the capital city. He is a member of the law firm: Carson, Inglish, Monaco and Coil, 211 East Capitol, Jefferson City, Mo. 65101.

STATE F.H.A. ARCHITECT NAMED

W. Joseph Cragin, Columbia, recently was appointed state architect for Farmers Home Administration. This announcement was made by J. E. Jose, director, F.H.A., Missouri.

Mr. Cragin's official title is "Architectural Engineer." His duties include review of plans submitted to F.H.A. for projects subject to F.H.A. financing aid.

This eminent Missouri architect has been a member of M.A.R.A. for six years.

MAXWELL T. SANDFORD II EXCELS

The following paragraph appeared in SEARCH, a weekly publication, University of Kansas:

"If you want to read some material that is really deep get a copy of the following: "Ephemeris Generation by Vector Iteration Techniques by Maxwell T. Sandford II"

"Maxwell Sandford is a senior from Kansas City, Missouri, with majors in Mathematics, Physics and Astronomy. He has held a National Science Foundation Undergraduate Research participation award for two years and has twice won first place in the Kansas Heart Association competition for best scientific paper by an undergraduate. Currently his campus activities include working in the satellite tracking program with the Smithsonian Observatory. This work was done with Dr. Henry Horak."

Young Maxwell is the son of Maxwell T. Sandford, Kansas City, past president, M.A.R.A., and Mrs. Sandford.

AUSTIN E. FITCH PASSES ON

Austin E. Fitch, registered architect, St. Louis, 77, passed away this summer. An eminent educator, he was nationally-known, having served for 37 years as professor of architectural engineering at Washington University.

He was a graduate of Washington University and Harvard University. Until about two years ago he was in private practice for ten years in the firm of Fitch and Nicholas, St. Louis.

Mr. Fitch was a Life Member, M.A.R.A.

ARE ARTISTS IN REVOLT?

A most intriguing article bearing this title and appearing in THIS WEEK, July 24, 1966, reveals an interview between TW editor and an eminent industrial designer, George Nelson. Two specific questions, and their replies, are reported here as very interesting:

Q. What would you suggest to make modern life less absurd?

A. "We must start treating people like people, not like things. Has it ever struck you as odd that in our big cities like London, Paris, New York, we transport people underground, packed in airless trains like so many sardines - and transport goods above ground? Why? Because you have to be careful with goods. They are more expensive, more easily damaged. On the other hand you can do almost anything to people and they don't complain, or hardly ever. The proof of that is all around us in our cities, which are rapid' becoming unlivable."

Q. Is there an answer?

A. "For a starter, I think we should divide all the buildings in the city into those that need windows and those that don't. It's amazing, when you think of it, how many buildings don't need windows-parking garages, warehouses, factories, department stores, theaters, movie houses, railroad terminals. I'd take all these buildings and stick them under ground. This would give us much of the open space we need. Another possibility is to put up these windowless buildings pyramidstyle and cover them with dirt, plant trees and bushs on them, create artificial mountains, scenic views within the city."

LAWRENCE DOWNS WINS PRIMARY

Lawrence Downs, registered architect, Kansas City, is democratic candidate for House of Representative, 4th District, in the general election next month.

He is a graduate of Washington University and is presently completing a graduate program in sociology at the University of Missouri of Kansas City.

Downs has taught architecture at the University of Kansas and has served as co-ordinator of the continuing education series on Urban Development.

His decision to enter government is evidence of his strong belief that architects should have a voice in the state legislautre. He is a former member of M.A.R.A.

FALLOUT SHELTERS AWARDS PROGRAM

The national civil defense program continues to emphasize development of public fallout shelters. To further this work, the 1966 Awards Program for Architects has been established.

All types of buildings will be considered for awards, including:

Educational Buildings
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Religious Buildings
Residential

For application and information write:

A. Stanley McGaughan, FAIA
Professional Advisor
1341 New Hampshire Avenue, N.W.
Washington, D.C., 20036
Entries must be postmarked not
later than November 1, 1966.

WENDELL LOCKE NEW EXECUTIVE DIRECTOR

Wendell R. Locke, Jefferson City, has been employed as executive director of M.A.R.A. effective January 1, 1967. The board of directors made this selection after interviewing several candidates for this position.

Mr. Locke was born at Lebanon, Missouri, where he attended elementary and high schools. He attended Drury College at Springfield before transferring to Lamar College, Beaumont, Texas, where he received his A.B. degree in English. He remained on the faculty at Lamar College until entering military service in World War II.

Much of Mr. Locke's military service was in the Philippines area in an engineering combat battalion.

Following military service he worked for seven years in public relations, Southwest Bell Telephone Company, Springfield, Missouri. He then headed public relations for City Utilities at Springfield before moving to Jefferson City where he formed in 1964 his present public relations firm.

His firm is Wendell Locke & Associates, 121 East High Street, Jefferson City, Missouri 65101.

1967 LEGISLATIVE PROGRAM

M.A.R.A. will join with other organizations consisting of architects, engineers and contractors in financing and supporting the 1967 legislative program. This forward step was approved by unanimous board approval in August.

M.A.R.A. will supply \$1000 for this purpose to be paid: \$300 from 1963 funds and \$700 from 1967 funds. The board approved a solicitation of funds from members for this purpose.

The state Ad Hoc Legislative committee in charge of this work has agreed upon two major legislative proposals:

- 1) Statute of design and construction liability.
- Revision of state registration laws.

M.A.R.A. is represented on this statewide committee by Roy J. Pallardy, Jefferson City, vice president.

Later in the fall of 1966, M.A.R.A. members will be urged to contact candidates for State General Assembly. Information will be provided each member for this most important grassroots legislative work, according to Donald L. Wilson, Jr., St. Louis, chairman, M.A.R.A. Legislation Committee.



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NOTICE

Registrations of all professional engineers, architects and land surveyors not renewed for the year 1966 were suspended by operation of law on the first day of April, 1966.

All such registrations not sooner reinstated expire by operation of law at midnight December 31, 1966.

Reinstatement fee of \$10.00, payable to State Collector of Revenue, must accompany each application for reinstatement.

Blanks for preparing application for reinstatement will be furnished on request in writing, addressed to the State Board of Registration for Architects and Professional Engineers, P.O. Box 184, Jefferson City, Missouri.

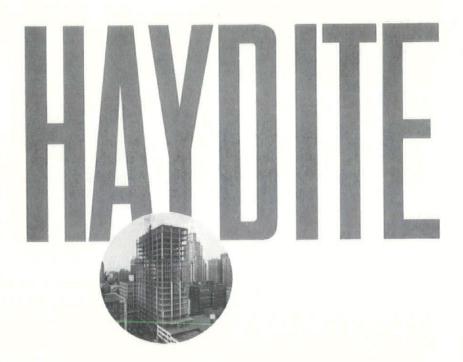
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ZONING

MUDDLE

FOREWORD

This is the third in a series of several insert leaflets carried in MISSOURI ARCHITECT. These leaflets are available from M.A.R.A. in modest quantities.

All treat the need for beautification of communities throughout Missouri.

We invite your comments.

The Natural Beautification Committee
Don Buller, Sedalia
William A. Cornwell, Joplin
Fred E. Dormeyer, Cape Girardeau
Glen M. Drew, Jefferson City
King Graf, Saint Louis
Richard Ramsey, Saint Louis
Paul Rich, Springfield
Edward J. Thias, Saint Louis, chairman

Photographs are by courtesy of the State Highway Department, State Division of Commerce and Industrial Development, and Edward J. Thias, architect.

October, 1966

Missouri Association of Registered Architects 201 Monroe Street Jefferson City, Missouri 65101

THE LAND ZONING MUDDLE

We are in a period of accelerated physical growth throughout the land. Land area is becoming more valuable and subject to a greater variety of uses and ownership.

There is a historic change in the size of our cities. There has been a migration to the urban areas that has formed congregations of people and activity. With this is an over extending network of transportation systems, some related and others in conflict to the urban way of living. Cross-circulation and overlapping of the movement of people and machines sometimes reaches a staggering situation of confusion. These problems of future growth will dwarf those of the present,

We have many urban developments, redevelopments, expansion and contraction available for study. The sites for early settlement have been established for many years. Methods of transportation affecting our cities is a relatively new element in the overall history of urban development. Air travel and the future modes of the movement of people and materials will require a more three-dimensional approach to our plan-

ning. Its impact is being felt now.

The motor vehicle plays a major part in land use, but all of our land use problems are not to be guided by its impact. The first patent for an automobile was issued in 1895. In 1964, 47,700 people were killed in motor vehicle accidents. During 1965, some 97,000,000 Americans took at least one vacation or pleasure trip by automobile within the United States.

There are about 75,000,000 passenger cars registered in the country today, accounting for about 700 billion miles of driving annually. An additional 180 billion miles were driven by the nearly 15,000,000 trucks and busses. The motor vehicle, our most popular means of transportation, is not in itself the blame for problems. It is the lacking of planning to cope with its movement that must be resolved. People are no longer free to walk from place to place in safety and comfort.

We live in the age of high speed Tigers, Barracudas, Jaguars, Stingrays, Wildcats, and Cobras powering





through our streets and highways. The wary pedestrian

better get out of the way.

NEW INVENTIONS AND DEVELOPMENTS in the technological processes are sprung on the populace with a booming and dominant force. The populations of our cities are increasing. The population of New York City is 8,086,000 and Chicago has a population of 3,550,400. The population of Los Angeles has doubled in the last 15 years. There are some 20 cities in the United States with a population of more than one half million people. 70 per cent of the population of the United States lives on 1 per cent of the land area.

California is the state with the surging population growth. They are faced with many problems of water and air pollution as a result of the increased population which is about 19,000,000 persons now. By the end of the century they expect a population of up to 50,000,000. One estimate is that there would be 1,500,000,000 (1.5 billion) people in California within

100 years at the rate of their growth.

The population growth is more realistically indicated by the real city or the metropolitan area rather than by the municipal boundaries. In 1946, only 30 cities in the world had populations of more than one million. Today there are 80. Tokyo is apparently the largest city in the world with a population of some 8,733,000 people, however, the hinterland of the recorded populations extends much beyond the boundaries. All industrial nations are urbanized. The problems of control, division and subdivision of urban areas on a static basis or inflexible plan are beyond comprehensoin to the populace.

The largest city in the area is Los Angeles with an area of 454.8 sq. miles. Oklahoma City claims an area of 631.168 sq. miles with a very much smaller population. The speeding up of peripheral growth in the Twentieth Century has sprawled the urban occupation of land

tremendously.

New York City has about 92 buildings over 30 stories high which indicates that zoning is not confined to horizontal movement. St. Louis' tallest building is the Southwestern Bell Telephone Company building,





31 stories high and 398 feet in the air. The Saarinen Arch is the highest point in St. Louis, New York has plans for twin towers of 110 stories (1350) feet above

an open plaza of almost 5 acres.

URBAN RENEWAL AND URBAN UGLINESS are terms as familiar to us as trees and bulldozers. Beautification is a new term now in use more frequently. The shift to density in particular areas is dynamic and everincreasing. Our generation is witnessing a density untolerable in earlier decades, and indeed our environment value is being bombarded with many contrasting propositions.

The battle for the use of land and space is producing physical and social forms of conglomeration proportions appearing at a scale and rate that is staggering. Landscapes are being turned into a jumble of shanty towns, divided by multi-land motorways, parking lots, spotted with rubbish dumps, hideous billboards, automobile cemeteries, and a continuous series of faceless housing developments. Four pounds of junk is discarded every day per person. This is some 780 million pounds of junk per day.

Building controls became necessary because large buildings tended to overshadow neighbors. The right

to light, space, and access must be respected.

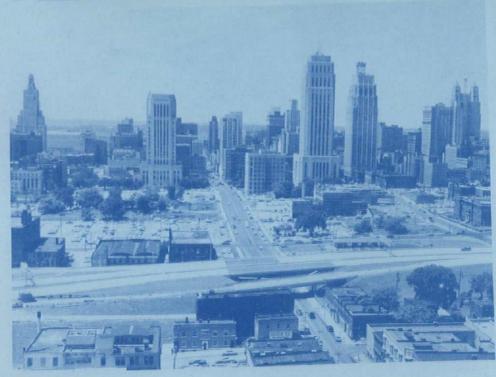
WHO IS TO BLAME FOR UGLINESS? Who is responsible for beautification? The word beautification implies that something must be added, cleaned up, planted or covered - a continuous parade of flower

pots, trees and ivy.

The time to attack the blight of environment is during the planning and doing period. We have miserable conditions in many places created by speculative builders. They pounce on open land like a plague of locust devouring every natural land endowment. Who is to blame? The politicians, mayors, greedy interest groups, fast buck real estate promoters, indifference of the citizenry, lack of more forceful leadership of the design professions?

The control of this activity has many deep and complex ramifications, development free and competitive in some respects and backward and controlled in others. In the United States the word designated as an





instrument of control of the division of land use for purposes of different activity of man and machine within the law of our land is ZONING.

Zoning is an order dividing an area into districts to regulate the location, erection, construction, re-construction, alteration and use of buldings, structures, and land, the height, number of stories, size of all buildings, the density of population, the size of yards, courts and other open spaces, and to provide for the enforcement of the order.

The order is for the purpose of promoting the health, safety, morals, comfort, general welfare, conserve and protect property and building values, to secure the most economical use of the land and provide for the adequate provision of public improvements. This terminology proposes to identify the use of land by control. The details of a zoning order are added to or deleted from in accordance to the wishes of the people and elected government bodies authorized to act on the alteration of the complex adopted terminology.

Formulas, rules, regulations, guides, and planning principles are in the form of manuals, laws and administrative procedures. City planning and zoning are not new elements in the history of cities. Re-planning of the city involves problems that are complicated and con-

tinuous.

170 years ago the population of New York was only 60,000. The sheer physical forms and their number make the problems great and unsolved. The recent power failure and subway halt shows how chaotic this city becomes when a major part of the circulation is disrupted.

Zoning is an instruction and restriction in the control of the physical form and use of land. Zoning is a group of legally adopted maps, drawings and written descriptions which can be varied. They provide some

flexibility if properly used.

A Conflict of Interest in Zoning Bill, introduced in the Missouri Assembly in 1963, related to members of city legislative bodies and zoning commissions, and prohibiting their participation in the determination of changes in regulations, restrictions and boundaries of zoning districts when personally interested in land lo-



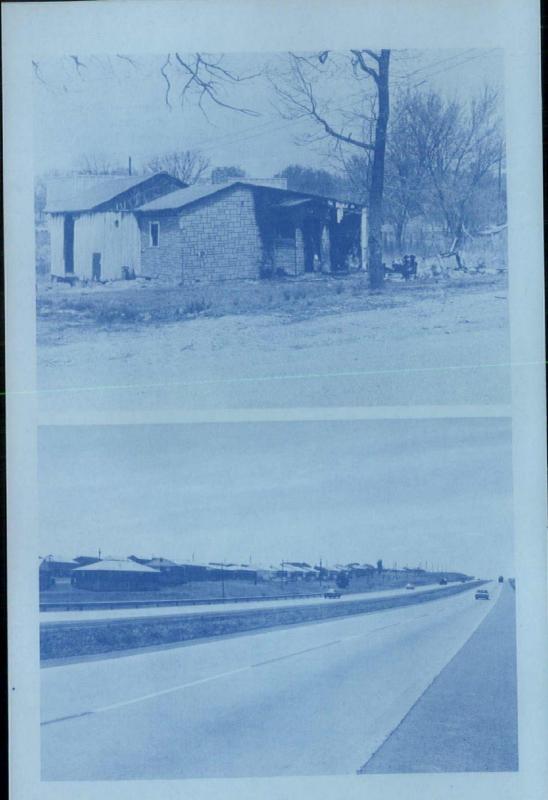


cated in such districts, with a penalty provision. This bill states, "A member of a city legislative body or zoning commission shall not participate in the determination of changes in regulations, restrictions or boundaries of a zoning district if such member owns an interest in land located in the zoning district for which changes are proposed or is employed by a person who owns an interest in such land. Any person violating any provision of this act is guilty of a misdemeanor and, upon conviction, shall be punished as provided by law." This bill passed the House of Representatives with a unanimous vote in the 72nd General Assembly, however, it did not reach the Senate and become law.

If zoning is a tool of planning our communities, the elements and people making up the whole scene are not in tune with each other. Zoning ordinances are reportedly written by individuals with knowledge in recording or putting in print the description of the rules and development. Greatly lacking is the flexibility of these rules and understanding of the people to accept the idealistic proposal of the design teams.

Some areas are so bogged down in contradicting rules they move in a backward state of restriction. Land use in reality ranges from huge government forces to the smallest individualistic component of the smallest parcel of land. The attitude and competence to regulate the land use varies with individuals and groups as greatly as the land.

There is a great deal of money changing hands due to the physical aspects of our environment. The value of new construction put in place in 1965, was \$160,000,000,000. Some guide to the fair and moral determination of how the land is to be used by the public is necessary if we are to avoid complete disorganization of the physical forms and their decoration. Elected public officials and appointed officials who pass on the determination of land use must be aware of the possibility of qualification to understand the technical aspects of zoning in addition to the moral obligation of dealing fairly for the best interest of their communities. The community must learn to care enough to preserve their natural beauty and construct forms that will improve with age. Without some organization and



coordination of the growth, the results can only be chaotic!

Spokesmen on land zoning need some basic knowledge and appreciation of aesthetics. Many are completely indifferent to the public good of some projects. These examples are too common in the confusion and conflict of handling zoning.

Sound general principles for creating or rebuild-

ing urban areas must be recognized.

Conflict of interest legislation obviously is not a total solution for zoning problems. Some direction is necessary to establish policies for the public's benefit. The policy of various branches of government must promote the beauty and aesthetics of our countryside rather than permitting the destruction of our natural assets. Without the trend of appreciation for aesthetic consideration, we are destined to become a great haze of bill-boards, concrete and junkyards. The level of the general population in regard to the appreciation and their demand for well designed construction is very low compared to the ideal of the professional designer and aggressiveness of the developer.

The builder with his bulldozer levels every part of the natural site and for the most part without regard for any relationship to the surrounding area. The jumble of utility lines, maze of signs, haphazard forms, and lack of utilization of open space is the changing

scene of our countryside.

THE WHOLE CONCEPT OF ZONING OF LAND in adjacent spots or areas of a distinctive land use is being re-evaluated. Now at the time when there is a general acceptance of regulated reparation of land zones we are to be concerned with mixing building types and sizes to establish a variety. An industrial building may well be the very best building both functionally and aesthetically in an entire municipality and yet many of the citizens clinging to the 18th and 19th century concept of an industrial or commercial building would reject it sight unseen. Factories can be built with human needs considered. We must recognize that a completely designed area of mixed building types may be the best solution of good planning.





IN MANY AREAS OUTSTANDING STRIDES ARE BEING MADE IN CREATING A WHOLESOME ENVIRON-MENT. Downtown St. Louis is experiencing a tremendous foundation for continued improvement with the great Saarinen Arch, Stadium, Mansion House Apartments and Spanish Pavilion. Kansas City and other Missouri urban areas are achieving results of the great work of many public official, businessmen and citizens.

Many proposals and studies by archtiects, planners, and other members of the design professions are of outstanding merit and imagination in Missouri. Some

of their fine effort is being realized.

Our environment should have provision for public open space, community buildings, educational facilities and many of the elements that do not necessarily produce direct economic profit.

The problems are many, however, an awareness of doing something about them was never more important. The cure for chaotic urban patterns require complex solutions which must be better understood.







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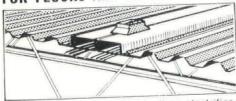
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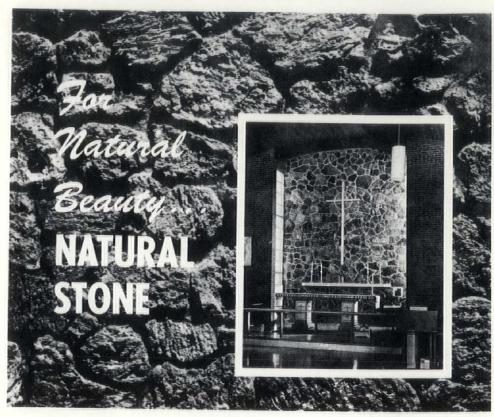
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giving an assortment of pleasant brownish blacks.

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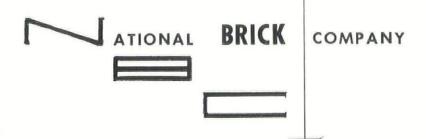
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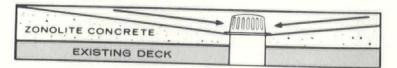


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